

# MEMPHIS.

WEDNESDAY, MAY 27, 1857.

## Democratic Nominations.

FOR GOVERNOR,

ISHAM G. HARRIS,

OF Shelby.

FOR CONGRESS,

WILLIAM T. AVERY,

OF the State.

FOR SENATE,

J. KNOX WALKER,

OF the State.

FOR SENATE,

HUMPHREY R. BATE,

OF the State.

FOR CONGRESS,

WILLIAM C. DUNLAP,

OF the State.

FOR CONGRESS,

E. W. M. KING.

SPEECH OF SENATOR DAVIS—THE PACIFIC RAILROAD.

In the account of the demonstration at

Vicksburg in honor of Hon. Jefferson Davis,

who has recently returned to his home from

Washington City, which we publish this morning

from the Vicksburg Sentinel, a report of the

distinguished ex-Senator's speech on that occasion

appears. His vindication of the late

Administration from certain favorite charges

of the opposition is powerful and complete,

leaving no room for cavil longer to the capricious

virulent abuse. We direct the special attention

of the reader to this portion of Col. Davis' remarks.

But Col. Davis' explanation of his own

views, touching the constitutional power to aid

in the construction of the Pacific Railroad, is

certainly the clearest and most satisfactory, as

it is the soundest exposition on that question

that has yet emanated from any of our public

men.

The doctrine of Col. Davis is that the power

is limited by the object to be attained. In

illustration of this doctrine, it may be observed

that the power to construct a military road is

a deduction from the object sought to be attained

of the object being the protection and military

defense of portions of the country which otherwise

in time of war, would remain unprotected.

Congress should not be asked to appropriate

money to the construction of a military road, if

it is not for the purpose of securing a

great commercial highway for the defense.

It may aid a company to construct such a

highway to the extent of providing for the

transportation of troops, munitions and military

stores, paying its due proportion to effect

that constitutional object, if it is necessary so

to aid a company—that is to say, if the work

cannot be constructed without the assistance

of the Federal Government, and if the work

be deemed necessary to the common defense. He

stricter to this constitutional basis, there is no

doubt whatever of a partial assistance by the

Government in a great work, deemed

necessary for military purposes, being

permitted to a reckless and indiscriminate

system of Internal Improvements by the

Federal Government.

Our view has been, that the Federal Govern-

ment has no power, as strictly within the

limits of the Constitution, to advance a sum

to construct a road, upon which her troops,

stores and munitions are to be carried, as she

can contract for their transportation over these

roads after their construction, provided always

the construction of such roads are deemed

absolutely for the common defense of the country

against invasion, insurrection and rebellion;

and provided further, such assistance is required

to carry forward the work of the company, and

detaching to pay interest to the Government

for the use of the money, and stipulating to

transport Government troops, &c., in payment

of the advance. But if a company can carry

through such work without the aid of the

Government, it is far better to turn the whole

business over to it.

Col. Davis' remarks, as we publish them,

will attract the attention of the people to the

importance of the subject, and will tend to

secure a more judicious and economical

use of the money of the country.

# MEMPHIS.

WEDNESDAY, MAY 27, 1857.

## Democratic Nominations.

FOR GOVERNOR,

ISHAM G. HARRIS,

OF Shelby.

FOR CONGRESS,

WILLIAM T. AVERY,

OF the State.

FOR SENATE,

J. KNOX WALKER,

OF the State.

FOR SENATE,

HUMPHREY R. BATE,

OF the State.

FOR CONGRESS,

WILLIAM C. DUNLAP,

OF the State.

FOR CONGRESS,

E. W. M. KING.

SPEECH OF SENATOR DAVIS—THE PACIFIC RAILROAD.

In the account of the demonstration at

Vicksburg in honor of Hon. Jefferson Davis,

who has recently returned to his home from

Washington City, which we publish this morning

from the Vicksburg Sentinel, a report of the

distinguished ex-Senator's speech on that occasion

appears. His vindication of the late

Administration from certain favorite charges

of the opposition is powerful and complete,

leaving no room for cavil longer to the capricious

virulent abuse. We direct the special attention

of the reader to this portion of Col. Davis' remarks.

But Col. Davis' explanation of his own

views, touching the constitutional power to aid

in the construction of the Pacific Railroad, is

certainly the clearest and most satisfactory, as

it is the soundest exposition on that question

that has yet emanated from any of our public

men.

The doctrine of Col. Davis is that the power

is limited by the object to be attained. In

illustration of this doctrine, it may be observed

that the power to construct a military road is

a deduction from the object sought to be attained

of the object being the protection and military

defense of portions of the country which otherwise

in time of war, would remain unprotected.

Congress should not be asked to appropriate

money to the construction of a military road, if

it is not for the purpose of securing a

great commercial highway for the defense.

It may aid a company to construct such a

highway to the extent of providing for the

transportation of troops, munitions and military

stores, paying its due proportion to effect

that constitutional object, if it is necessary so

to aid a company—that is to say, if the work

cannot be constructed without the assistance

of the Federal Government, and if the work

be deemed necessary to the common defense. He

stricter to this constitutional basis, there is no

doubt whatever of a partial assistance by the

Government in a great work, deemed

necessary for military purposes, being

permitted to a reckless and indiscriminate

system of Internal Improvements by the

Federal Government.

Our view has been, that the Federal Govern-

ment has no power, as strictly within the

limits of the Constitution, to advance a sum

to construct a road, upon which her troops,

stores and munitions are to be carried, as she

can contract for their transportation over these

roads after their construction, provided always

the construction of such roads are deemed

absolutely for the common defense of the country

against invasion, insurrection and rebellion;

and provided further, such assistance is required

to carry forward the work of the company, and

detaching to pay interest to the Government

for the use of the money, and stipulating to

transport Government troops, &c., in payment

of the advance. But if a company can carry

through such work without the aid of the

Government, it is far better to turn the whole

business over to it.

Col. Davis' remarks, as we publish them,

will attract the attention of the people to the

importance of the subject, and will tend to

secure a more judicious and economical

use of the money of the country.

# MEMPHIS.

WEDNESDAY, MAY 27, 1857.

## Democratic Nominations.

FOR GOVERNOR,

ISHAM G. HARRIS,

OF Shelby.

FOR CONGRESS,

WILLIAM T. AVERY,

OF the State.

FOR SENATE,

J. KNOX WALKER,

OF the State.

FOR SENATE,

HUMPHREY R. BATE,

OF the State.

FOR CONGRESS,

WILLIAM C. DUNLAP,

OF the State.

FOR CONGRESS,

E. W. M. KING.

SPEECH OF SENATOR DAVIS—THE PACIFIC RAILROAD.

In the account of the demonstration at

Vicksburg in honor of Hon. Jefferson Davis,

who has recently returned to his home from

Washington City, which we publish this morning

from the Vicksburg Sentinel, a report of the

distinguished ex-Senator's speech on that occasion

appears. His vindication of the late

Administration from certain favorite charges

of the opposition is powerful and complete,

leaving no room for cavil longer to the capricious

virulent abuse. We direct the special attention

of the reader to this portion of Col. Davis' remarks.

But Col. Davis' explanation of his own

views, touching the constitutional power to aid

in the construction of the Pacific Railroad, is

certainly the clearest and most satisfactory, as

it is the soundest exposition on that question

that has yet emanated from any of our public

men.

The doctrine of Col. Davis is that the power

is limited by the object to be attained. In

illustration of this doctrine, it may be observed

that the power to construct a military road is

a deduction from the object sought to be attained

of the object being the protection and military

defense of portions of the country which otherwise

in time of war, would remain unprotected.

Congress should not be asked to appropriate

money to the construction of a military road, if

it is not for the purpose of securing a

great commercial highway for the defense.

It may aid a company to construct such a

highway to the extent of providing for the

transportation of troops, munitions and military

stores, paying its due proportion to effect

that constitutional object, if it is necessary so

to aid a company—that is to say, if the work

cannot be constructed without the assistance

of the Federal Government, and if the work

be deemed necessary to the common defense. He

stricter to this constitutional basis, there is no

doubt whatever of a partial assistance by the

Government in a great work, deemed

necessary for military purposes, being

permitted to a reckless and indiscriminate

system of Internal Improvements by the

Federal Government.

Our view has been, that the Federal Govern-

ment has no power, as strictly within the

limits of the Constitution, to advance a sum

to construct a road, upon which her troops,

stores and munitions are to be carried, as she

can contract for their transportation over these

roads after their construction, provided always

the construction of such roads are deemed

absolutely for the common defense of the country

against invasion, insurrection and rebellion;

and provided further, such assistance is required

to carry forward the work of the company, and

detaching to pay interest to the Government

for the use of the money, and stipulating to

transport Government troops, &c., in payment

of the advance. But if a company can carry

through such work without the aid of the

Government, it is far better to turn the whole

business over to it.

Col. Davis' remarks, as we publish them,

will attract the attention of the people to the

importance of the subject, and will tend to

secure a more judicious and economical

use of the money of the country.

# MEMPHIS.

WEDNESDAY, MAY 27, 1857.

## Democratic Nominations.

FOR GOVERNOR,

ISHAM G. HARRIS,

OF Shelby.

FOR CONGRESS,

WILLIAM T. AVERY,

OF the State.

FOR SENATE,

J. KNOX WALKER,

OF the State.

FOR SENATE,

HUMPHREY R. BATE,

OF the State.

FOR CONGRESS,

WILLIAM C. DUNLAP,

OF the State.

FOR CONGRESS,

E. W. M. KING.

SPEECH OF SENATOR DAVIS—THE PACIFIC RAILROAD.

In the account of the demonstration at

Vicksburg in honor of Hon. Jefferson Davis,

who has recently returned to his home from

Washington City, which we publish this morning

from the Vicksburg Sentinel, a report of the

distinguished ex-Senator's speech on that occasion

appears. His vindication of the late

Administration from certain favorite charges

of the opposition is powerful and complete,

leaving no room for cavil longer to the capricious